

**SANDPOINT**  
**Sandpoint**  
SUMMARY REPORT



## Understanding the Airport

The City of Sandpoint sits on the shores of Lake Pend Oreille in Northern Idaho, approximately 40 miles north of Coeur d'Alene. Sandpoint has grown steadily in recent years and has an estimated population of 8,700. The city is a commercial hub for the Idaho Panhandle. Sandpoint was originally a logging and mining town, but, beginning in the 1960s, a vibrant tourism industry and manufacturing sector has developed in the region. There are several large manufacturing and distributing facilities based in the area, including the headquarters for Litehouse Salad Dressings and Quest Aircraft. Sandpoint is the gateway to the world-renowned Schweitzer Mountain Resort as well as several resorts on the shores of Lake Pend Oreille. Sandpoint Airport (SZT) is a general aviation airport located two miles north of Sandpoint's central business district. The airport is owned and operated by Bonner County, has a single asphalt runway and is primarily used for flight testing and recreational flying. There are several aviation businesses at SZT that offer a wide variety of products and services. Quest Aircraft, a subsidiary of the Daher Group, is headquartered in Sandpoint and has a 110,000 square foot production facility at the airport. Quest produces the Kodiak 100-model utility aircraft, an unpressurized, single-engine turboprop that is capable of short-take-off-and-landing (STOL) operations from unimproved strips. The Kodiak 100 is built from scratch in SZT and exported around the world, generating jobs and revenue for the community. Other businesses include Granite Aviation, which provides fixed-base operator (FBO) services; Timberline Helicopters which conducts aerial firefighting, powerline inspection and helicopter logging services; and the Tamarack Aviation Group, which conducts aerospace engineering. The businesses and activities that are supported by SZT have a significant impact on the local economy and improve the effectiveness of the Idaho Airport System.



AERIAL  
FIREFIGHTING



MEDICAL  
OPERATIONS



AERIAL AGRICULTURAL  
SPRAYING



FLIGHT  
TRAINING

### AIRPORT FEATURES

Associated City	Sandpoint	
Associated County	Bonner	
Airport Reference Code	B-II	
Primary Runway	ORIENTATION	20 / 02
	DIMENSION	5,501' x 75'
	SURFACE TYPE	Asphalt

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	71	87	18%
CS Annual Operations	N/A	N/A	N/A
GA Annual Operations	29,930	35,101	15%

## AVIATION FORECAST

When planning for new or additional airport facilities, projections of various indicators of aviation demand such as based aircraft and operations can help determine the type and size of necessary improvements.

### AIRPORT ROLE

IASP Role  
Local

Federal Role  
Local

## AIRPORT ROLES

Idaho's airport classification structure is designed to establish a network of facilities that support the state's access, mobility, and economic needs while preserving the long-term viability of all airports within the system. The 2020 Idaho Airport System Plan (IASP) Update has identified nine functional roles for the 75 publicly-owned public-use airports in the system. State and federal classifications are the same for airports included in the National Plan of Integrated Airport Systems (NPIAS), while non-NPIAS airports are categorized into three state-specific roles.

# Facility and Service Objectives

Facility and service objectives (FSOs) were developed for each Idaho airport role. These objectives provide guidance on the recommended minimum facilities and services that the airport should have to optimally fulfill its functions in the system. The following table summarizes the airport's current facilities and services, FSOs, other projects recommended or identified during 2020 IASP Update, as well as estimated 20-year development costs. Recommended development costs include projects identified during the system plan, 20-year pavement lifecycle costs, future aircraft storage needs based on forecasted activity, and additional needs identified in the Idaho State Capital Improvement Plan (ISCIP). While these projects are included as part of the IASP, it is recognized that implementation of these projects is dependent on local needs. As an integral component of Idaho's airport system, these recommended improvements will ensure that this facility continues to provide state residents, businesses, and visitors with the aviation infrastructure necessary over the next 20 years.

AIRPORT REPORT CARD		SANDPOINT		LOCAL	
OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	To Accommodate 100% of Small Aircraft Fleet (3,800 feet)		5,501 feet	None	\$-
Primary Runway Width	60 feet		75 feet	None	\$-
Primary Runway Strength	Single-Landing Gear (12,500 pounds)		40,000 pounds	None	\$-
Primary Taxiway	Turnarounds		Full Parallel	None	\$-
Instrument Approach	Visual, PBN Desired		Non-Precision, PBN	None	\$-
Visual Aids	Rotating Beacon, Wind Cone		Rotating Beacon, Lighted Wind Cone, Wind Cone, REILs, VGSI	None	\$-
Runway Lighting	LIRL		MIRL	None	\$-
Weather Reporting	On-Site ASOS or AWOS (as required)		On-Site ASOS or AWOS	None	\$-
LANDSIDE FACILITIES					
Commercial Terminal	Not Applicable		No	None	\$-
General Aviation Terminal	Not Applicable		Yes	None	\$-
Public Restrooms	Yes		Yes	None	\$-
Conference Rooms	Not Applicable		Yes	None	\$-
Pilots Lounge	Yes		Yes	None	\$-
Hangar Storage Units	Storage for 50% of Based Aircraft	36	86	None	\$-
Apron Tie-Down Spaces	50% of Based Aircraft and 50% of Transient	49	40	Add 9 spaces	\$199,510
Perimeter Fencing	Partial Perimeter		Full	None	\$-
Auto Parking	Present On-Site		Yes	None	\$-
SERVICES					
Cell Phone Coverage	Yes		Yes	None	\$-
Wi-Fi	Yes		Yes	None	\$-
Fixed Base Operator	Not Applicable		Granite Aviation	None	\$-
Maintenance Services	Not Applicable		Yes	None	\$-
Snow Removal Equipment	Not Applicable		Yes	None	\$-
Fuel	AvGas		24/7 AvGas, 24/7 Jet A Fuel	None	\$-
Rental/Courtesy Car Access	Courtesy/Loaner Car		Yes	None	\$-
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS					
PROJECT CATEGORY					
Performance Measure: Master Plan or Airport Layout Plan (ALP)				None	\$-
Performance Measure: Close-in Obstructions				None	\$-
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	\$216,965
Future Storage Needs: Hangar Spaces				None	\$-
Future Storage Needs: Apron Tie-downs				10	\$220,485
Pavement Lifecycle Costs					\$6,768,973
Additional ISCIP Projects					\$11,243,649



## Economic Benefit to Idaho

The 2020 Idaho Airport Economic Impact Analysis (AEIA) Update quantified the total economic activity of each airport in the Idaho system. The study first calculated the direct economic benefits attributable to on-airport activity, capital improvements, and off-airport visitor spending. Based on these direct impacts, indirect and induced (or "multiplier") effects associated with supplier purchases and the re-spending of worker income were then calculated. Direct impacts and multiplier effects are summed to determine the airport's total economic impacts. Impacts are expressed in terms of jobs, earnings, contribution to the state's Gross Domestic Product (GDP), and total output. GDP is the value contributed to a product or service provided by a firm or group of firms (in this case, airport business). In addition, airports support a variety of other benefits, such as agriculture, wildland firefighting, medical transport, and business operations across the state.

### STATEWIDE IMPACTS

Total Employment	33,460 jobs
Total Earnings	\$1.3 billion
Total GDP	\$2.4 billion
Total Output	\$4.9 billion

Overall, the statewide impact of aviation for Idaho's economy exceeds **\$4.9 billion** and provides benefits through diverse activities associated with aviation and airport activity.

### AIRPORT-SPECIFIC IMPACTS



TOTAL EMPLOYMENT  
**873 JOBS**



TOTAL EARNINGS  
**\$51,700,000**



TOTAL GDP  
**\$101,410,000**



TOTAL OUTPUT  
**\$306,760,000**

### TIMELINE OF ECONOMIC IMPACT

#### 2008 Economic Impact

Total Employment - 482  
Total Earnings - \$15.1 million  
Total Output - \$32.3 million

#### 2018 Economic Impact

Total Employment - 873  
Total Earnings - \$51.7 million  
Total Output - \$306.8 million

Based Aircraft - 76  
Annual Operations - 29,900  
**2007 Activity**

Based Aircraft - 71  
Annual Operations - 29,900  
**2017 Activity**

2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019

Kochava Starts Business  
**Community**

Apron Rehabilitation  
**Pavement Maintenance**

Airport Master  
Plan  
**Planning Study**

Environmental  
Assessment  
**Planning Study**

Hangar Development  
**Landside Development**

Setouchi Acquires Quest Aircraft Company  
Graphic Controls Purchases Lead-Lok  
**Community**

Granite Aviation FBO Opens  
**Airport**

Quest Aircraft Company  
\$5.4M Expansion  
**Airport**

Kochava Expansion  
**Community**

Wildwood Grilling Expansion  
**Community**

\$6.2M Litehouse  
Expansion  
**Community**

Land and Easement  
Acquisition  
**Safety Areas/  
Development**

DAHER Acquires  
Quest Aircraft  
Company  
**Airport**

● Airport Economic Impact Indices    ■ Airport Activity Components    ▲ Planning Considerations    ◆ Development & Improvements

## LAND USE COMPATIBILITY

Incompatible land use on and around airports can result in noise-related nuisance or safety-related concerns affecting airspace, overflights, and accident severity. Incompatibility has the potential to limit airport operations, close airports, or restrict access. Most recently, Idaho Code 67-6508(q) (Section Q) established new requirements for cities and counties to prepare a Public Airport Facilities section in their comprehensive plans. The Public Airport Facilities section must provide an overview of nearby airport facilities, operations, airport development, and economic impact. Section Q is an important step towards supporting compatible land uses around airports.